

HALE BROS. & CO.

NEWLY OPENED!

LADIES' LINEN DUSTERS,

In a great variety of styles, at numerous prices,

From \$1 to \$4 a Garment, and Upwards!

We would direct your special attention to these goods, and believe that you cannot do better than to examine the line before making any purchases.

WHITE PIQUE, fair quality, 5 cents a yard.

FIGURED LAWN, 5 cents a yard.

TURKISH TOWELS, extra value, at 9 cents each.

WE HAVE THE LARGEST ASSORTMENT, AND WE FIRMLY BELIEVE, THE BEST VALUES IN

LADIES' HOSE, FOR 25c. A PAIR, That have ever been shown in this city, in light and dark colors.

OUR STOCK OF

BUNTINGS!

In Plain and Figured, is the largest we have ever shown in this city. WE START THESE GOODS AT 15c. PER YARD.

LADIES' CLOTHS, mixed colors, 56 inches wide, all wool, at 90 cents a yard.

You had better see them. They are fine value.

WHITE HONEYCOMB SPREADS, good value, 65c. Each.

On SATURDAY NEXT we shall offer some special values not often seen in this city.

On SATURDAY we will sell 25 yards of good DARK CALICO for \$1.

On SATURDAY we will sell a good, heavy DAMASK TOWEL, 22 inches wide by 40 inches in length, for 19 cents each.

COUNTRY ORDERS RECEIVE PROMPT AND CAREFUL ATTENTION.

HALE BROS. & CO.,

Nos. 829, 831, 833, 835 K street, and 1026 Ninth street, Sacramento.

TO THE LADIES!

WE HAVE JUST RECEIVED A BEAUTIFUL LINE OF FINE

BOHEMIAN GLASSWARE!

IN ALL SHAPES AND COLORS. ALSO, A FINE LINE OF

FAIENCE WARE!

THE LATEST EASTERN CRAZE.

You are requested to call early and examine these FINE GOODS. "68

We have still left a few of these Fine Moss Rose Tea Sets (44 pieces), at \$7.50.

Also, Ironstone China Dinner Sets (122 pieces), at \$9.

Glass Sets (4 pieces)—consisting of Sugar Bowl, Cream Pitcher, Butter Dish and Spoon Holder, only 55c. per set.

Library Lamps (all complete, 14-in. Shade, Burner and Chimney, at \$2.50).

We have a full and complete stock of everything kept in a first-class CROCKERY AND GLASSWARE STORE, and will willingly duplicate San Francisco prices.

CHINA HALL,

No. 629 J street, Sacramento.

PICNIC GOODS:

A BARGAIN! Potted Ham, Chicken and Turkey. Lunch Ham and Tongue. Boned Chicken and Ham. Jellies and Jams. Picnic Plates, per dozen, 15 cents.

Matches, at 35 cents per gross.

Lanterns, at 40 and 50 cents each.

KILGORE & TRACY,

N. W. Cor. Tenth and K streets, Sacramento.

Munyadi Janos

The Best and Cheapest Natural Aperient Water.

"A NATURAL LAXATIVE, SUPERIOR TO ALL OTHERS."

Prof. MACNAMARA, M.D. of Dublin.

"SPEEDY, SURE, and GENTLE."

Prof. ROBERTS, F.R.C.P. London.

"Relieves the kidneys, unloads the liver, and opens the bowels."

LONDON MEDICAL RECORD.

Ordinary Dose, a Wineglassful before breakfast.

Of all Druggists and Mineral Water Dealers.

NONE GENUINE WITHOUT THE BLUE LABEL.

TO THE PEOPLE.

Hon. Greed Haymond, as a Solicitor of the Central Pacific Railroad Company,

ADDRESSES THE PEOPLE OF CALIFORNIA

The Anti-Railroad Sentiment, the Revenue Laws and the Railroad Tax Cases.

CORRUPTION AND BLACKMAIL.

What Resistance to Taxation Has Really been Made by the Railroad, and Why.

AN APPEAL TO THE HISTORY

Of the Railroad Tax Cases; to the Principles of a Republican Form of Government; to Common Honesty and for Fair Dealing.

TO THE PEOPLE OF THE STATE OF CALIFORNIA:

For three years past I have been intimately associated with the Directors of the Central Pacific Railroad Company. My position has been that of Assistant General Counsel, and as such I have been in special charge of the cases known as the railroad tax cases, and believe I am thoroughly advised of the motives that induced the Directors of that company to make a legal resistance to the tax laid upon the assessment made by the State Board of Equalization. It is perhaps unfortunate, both for the railroad company and the public, that in the busy life of the Directors of the company they have not always given to the public information which would enable the formation of a just judgment of their actions. The grossest misrepresentations, both of their motives and of their acts, have gone unchallenged, and men who have devoted the best years of their life to the development and prosperity of the country, who have faithfully kept and performed their obligations, moral and legal, have allowed a sentiment to grow up based chiefly upon misrepresentation.

I propose now to present to the people of this State a statement of the revenue laws, and of the questions involved in the railroad tax cases, and of the efforts made by the Directors of the company for a speedy adjustment and final settlement of the difficulties arising out of these questions. While the questions involved are constitutional ones, and in any other country would not be comprehended by the people, yet the people, the American people, by reason of their active participation in the affairs of the Government, are able to grasp and comprehend such questions; indeed, it has not been infrequently the case that the masses arrived at a correct solution of these questions in the face of the legal profession. Notably was this the case upon the greatest constitutional question ever raised, namely, that involved in the relations of the Federal and State Governments to each other, and of the relation of the people of the Union to each. Upon these questions lawyers and judges differed from the beginning and after years of discussion were as far apart as ever. The people seized upon these questions in the supreme moment and determined them with such accuracy that now no one questions the justice or the wisdom of that determination. I feel a firm belief in the wisdom and justice of this people, I approach the question involved.

For many years prior to the adoption of the new Constitution, the railroad companies of California, and especially those belonging to the Central Pacific system, paid taxes promptly, and since the adoption of the new Constitution the latter companies have paid without question all taxes upon their stations, workshops and lands assessed by the same tribunals which assessed the property of other persons within their jurisdiction. All taxes have been cheerfully paid at the earliest moment that payment could be made, and they amount in the aggregate to immense sums of money. Since the adoption of the new Constitution difficulties have arisen which the railroad companies deplore as deeply as can any one else—difficulties which many of the ablest men in the Constitutional Convention and at the head of which was Mr. Este, predicted must necessarily arise under the provisions of that instrument. The Constitution provided a general system of taxation affecting all property within the State except railroad property operated in more than one county. This general system, in brief, provided that all property should be taxed in proportion to its value—that is, that the rate of taxation should be the same as to all property, and that all property should be assessed in the same proportion to its value, whether that proportion was one-half or two-thirds of the value thereof. This system required that the proportion of value should be ascertained under a general law, affecting all persons, and that the property within its scope. It required that, before a liability was fixed, there should be notice and an opportunity to be heard given to every person whose property was to be assessed. It is being said almost daily that the Central Pacific Railroad Company, in resisting the payment of a tax levied under such a law, and under such circumstances, is seeking to avoid obligations that are imposed upon all others. The distinction between an assessment made under the general laws of the State, and an assessment made under the provisions of the Constitution in question, are as broad, to the honest man, as the distinction between the efforts of the industrious poor and those of the highway robber. Part of the taxes laid upon this assessment are for county purposes, and the property assessed upon which a tax is sought to be collected is, under our system of government, entitled to the protection of the local government. If a owner of a piece of property in Contra Costa county of the value of \$10,000, and the assessor of the county should assess the property at \$12,000, and the property of B at \$1,000, A would have his remedy by an appeal to the local Board elected by the people. The remedy would be afforded by the process of equalization. But if the tax were collected, and then the alternative of a refund or a law assessment should be presented by some State Board of Equalization to the railroad corporations of this State, and such corporations, instead of appealing, as they now have done, to the legally constituted tribunals of the county, they would yield to the hands of the blackmailer, and their property within the county of Contra Costa should be assessed at one-fourth of its full value, while all other property was assessed at its full value, then the danger of such unlimited power, and the property assessed upon which a tax is sought to be collected, is under our system of government, entitled to the protection of the local government. If a owner of a piece of property in Contra Costa county of the value of \$10,000, and the assessor of the county should assess the property at \$12,000, and the property of B at \$1,000, A would have his remedy by an appeal to the local Board elected by the people. The remedy would be afforded by the process of equalization. But if the tax were collected, and then the alternative of a refund or a law assessment should be presented by some State Board of Equalization to the railroad corporations of this State, and such corporations, instead of appealing, as they now have done, to the legally constituted tribunals of the county, they would yield to the hands of the blackmailer, and their property within the county of Contra Costa should be assessed at one-fourth of its full value, while all other property was assessed at its full value, then the danger of such unlimited power, and the property assessed upon which a tax is sought to be collected, is under our system of government, entitled to the protection of the local government.

The railroad companies have not set themselves above the law, but have, without concealing any property, with the thousands times expressed intention to abide by the law, whatever it may be, have appealed, as any man might appeal, to the Courts established by the founders of the Government, to interpret, as a last resort, the laws of the country, constitutional or otherwise. The principal stockholders of the Central Pacific Railroad Company are men who, in the moment of that country's greatest peril, with unbounded faith and confidence, had placed the money they had, be it much or less, all their energies and skill, to the service of that country

and to the construction of a great work, which the loyal people of the State of California, and which the Federal Government itself had declared to be a work of military necessity, and which, if constructed, was to be dedicated for all time to come, in times of peace as well as in times of war, to the service of that country.

Reality to the Federal Constitution was even at the time some sections of the country esteemed a crime. It is a sad reflection to-day that an appeal for protection to the same instrument, made in due form and under its guarantees, should be held to be a crime worthy of the ban of outlawry.

In the proceedings which have been had, to determine the validity of this system of taxation, in no case, and I appeal to the records with full knowledge of what they contain for the truth of this assertion, has the company endeavored for a moment to delay a final judgment. To determine this question, as early as 1881 Mr. Huntington commenced an action in the Circuit Court of the United States, in which the whole matter at issue between the companies and the State could be finally determined. The State took a technical objection to the jurisdiction of the Circuit Court, and the case went off upon that ground and without reference to the merits. In 1882 the companies commenced proceedings in the Superior Court of San Francisco on the equity side, to determine the question at issue, and rendered into Court, without prejudice, 66 cents of the tax claimed and desired to litigate the balance. Again the State interposed technical objections, refused to receive payment or let the question be heard upon the merits.

The State then commenced suits to recover taxes. These cases were taken to the Federal Circuit Court, and there alone could finally determine the question at issue, and an agreed case, known as the San Mateo case, was made up between the State, represented by Judge Rhoads, and the company, represented by Judge Sanderson and myself. This case was taken to the Supreme Court of the United States, and argued and submitted for decision. In the meantime an election had occurred, and a change in the State administration.

It was asserted by the press and many able lawyers that the case was not a fair one. The railroad companies should keep out of politics, and the State should keep out of politics. The question at issue, and an agreed case, known as the San Mateo case, was made up between the State, represented by Judge Rhoads, and the company, represented by Judge Sanderson and myself. This case was taken to the Supreme Court of the United States, and argued and submitted for decision. In the meantime an election had occurred, and a change in the State administration.

That case was taken up and a motion made to advance it. The Court alone could finally determine the question at issue, and an agreed case, known as the San Mateo case, was made up between the State, represented by Judge Rhoads, and the company, represented by Judge Sanderson and myself. This case was taken to the Supreme Court of the United States, and argued and submitted for decision. In the meantime an election had occurred, and a change in the State administration.

It will be borne in mind that the companies, although denying their legal liability, did not on account of 66 per cent. of the amount claimed, which would make a law very much greater than that ever levied upon any such property in the United States.

They did not claim, as has been asserted, the right to their taxes, but they claimed that no tax had been levied. Moved by a sense of justice, and in obedience to moral obligations, and not to "humiliate a State," they offered to pay more than they believed was justly due, when nothing could be legally exacted.

The State Board of Equalization, in 1882, reduced the assessments upon railroad property, leaving it very largely in excess of that levied upon such property in other States in the Union. It was stated by the chairman of the Board, at that time, that the reduction was made in 1882 had been made in advance of the assessment of other property, and at a time when the Board believed it had the full power to raise individual assessments up to the standard of value which they had fixed upon railroad property, and that they intended to do so, but owing to a decision of the Supreme Court, and the fact that the power was denied to them, and that the railroad property was left standing at its full value while other property in the State had not been assessed at more than 66 per cent.

This was a concession by the very tribunal which the framers of the Constitution had entrusted the power of valuation, that the valuations of 1880 and 1881 were wrong. In view of this fact, and in view of the fact that the finances of the different counties have been disarranged by the non-payment of these taxes, in October, 1883, the railroad companies proposed to the Governor of the State to pay the taxes, although they still believed them too high, for the three years, upon the basis of the assessment of 1882.

This proposal was by the Governor refused in November, upon the ground that it was not just, but upon the ground that he had no power to accept it. In the mean time the State authorities had, with the Spring Valley Water Company and the San Francisco Gas Company, settled upon the basis of the tax as assessed, without interest or penalty of five per cent. against one or both companies the State had prevailed in the litigation.

Against this adjustment, which was a final one, beyond which no power can go, no cry of unfairness was raised by any one, and from that hour to this, as far as I am advised, no one has questioned the propriety or justice of that settlement, although it is conceded that the property of the water company would sell in open market for 100 per cent. more than the assessment, while it is doubtful if the railroad property would bring in the market within 10 or 15 per cent. of the assessment.

After the refusal by the Governor to adjust matters with the railroad company, and after the settlement was made with the Spring Valley Water Company and the San Francisco Gas Company on the 12th or 13th of November, the San Francisco Chronicle, in an article commenting upon the railroad's proposition, took the ground that the Governor had done right, but maintained that a fair settlement of the whole matter would be for the companies to pay the taxes on the basis of the settlement made with the water company and the gas company had done. That paper claimed, with a great deal of force, that to satisfy the people that they were dealing fairly, and only wanted the principle decided, that the railroad company should consent to pay the difference between the proposition it had made to the Governor and the proposition of the Chronicle, which difference would amount to about \$200,000.

For the sake of peace, and in order that the motives of the company in contesting this tax might be placed beyond all question, and in the first place, let me say that I still hold that no honest man, familiar with all the circumstances, could even criticize that proposition on behalf of the railroad company. I accepted it. From the time the railroad companies assented to that proposition, down to this time, they have made no proposition for settlement or adjustment, although the contrary has been represented by the Governor of the State and by the Attorney-General, and although both those officers have refused to correct their statements after their attention had been called to the fact.

The companies have been represented as making proposition after proposition, by the belief that they would be beaten—a belief they never have for a moment entertained. They have not assumed, as others have, to forecast the judgments of judicial tribunals; they have been willing to abide by them, whatever they might be.

The next step in this controversy was taken by the Attorney-General, who demanded of the Governor to know whether he would call an extra session of the Legislature to-day, at the same time, that he would accept the Chronicle's proposition if the Governor did not. In the controversy which ensued between these two distinguished gentlemen neither the company, nor any one concerned, had any part. After that correspondence had progressed at some length, the Attorney-General notified me to appear in Court, and that he would close the cases upon the proposition made by the Chronicle.

In view of the public excitement, I declined to close the cases upon these terms, and declined to assent upon any basis any cases, and the counsel employed by the counties objected, but to keep faith with the San Francisco Chronicle

the companies paid the amount involved in the cases controlled by the Attorney-General and left the cases open for the Supreme Court of the United States to decide whether the company was liable for anything further, stipulating with the Attorney-General, to unite with the Governor and himself in a request to the Supreme Court of the United States to hear the six cases already tried, and a case involving the liability of the company for interest and counsel fees. Subsequently a tender, without conditions, was made to the counties represented by Messrs. Rhoads and Delmas.

The State Board of Equalization, in 1883, without making any proportionate raise in value of other property in the State, and while conceding that other property was assessed at nearly thirty-three per cent. less than its actual value, raised the assessment of railroad property still higher, and imposed a tax which, taken in connection with the local tax levied upon the steamers, workshops, station houses, etc., which are as much a part of the railroad as the rails themselves, on the Central Pacific main trunk line amounts to \$72 per mile—a tax beyond the power of any single track railroad to pay. Notwithstanding this, long before that tax became delinquent the companies, under the Controller, who had been made the tax collector, sixty per cent. of the amount, with a stipulation in writing that the receipt by the Controller of that sum should not affect any legal rights of the State or counties to proceed for the balance. The Controller, under a sense of duty, that he believed to be his legal duty, refused to receive the money, and has commenced suits against the company for the full amount.

The company has tendered the 60 per cent. of the amount claimed in open Court, without prejudice to any right to receive the balance. When this payment shall have been made we will have the spectacle, for the first time that I know of, of a corporation which has successfully resisted the payment of a tax, voluntarily, by reason of the moral obligations resting upon it paying into the State and counties treasuries nearly two million dollars in money, such a record is one to be proud of, and no amount of wild vituperation or abuse will ever dim the lustre of that record.

It has been said, and often repeated, that the railroad companies should keep out of politics, and the State should keep out of politics. The question at issue, and an agreed case, known as the San Mateo case, was made up between the State, represented by Judge Rhoads, and the company, represented by Judge Sanderson and myself. This case was taken to the Supreme Court of the United States, and argued and submitted for decision. In the meantime an election had occurred, and a change in the State administration.

If there be any such man, let him speak. On the contrary, as long as special laws may be passed, as long as unlimited powers are conferred upon Boards or Commissions, so long is it probable that organizations will exist in the Legislature and in those Boards, for blackmail and plunder.

If the fourteenth amendment to the Constitution of the United States can be carried out in its spirit and intent, and if this corporation, which has been so unjustly assailed, shall be the instrument of establishing the fact that no legislative body in America shall give to any one man anything which it does not upon the same terms give to all others, shall be established, and shall not take from any man anything which it does take from all men similarly situated, then will it have brought purity to the Courts and to legislative councils and done more for the property and welfare of its country than it did when during a civil war it locked the East to the West in its iron embrace.

In the three years that I have been with this company, I know that it has been the earnest desire of its directors to attend to transportation alone. That in regard to the practice of expending money to control elections, or to influence legislation, they have not the least desire to do it. When laws are under consideration involving the interest of any class of people, whether they be merchants, lawyers, doctors, manufacturers, farmers, or what not, the company is interested, and will generally use the best means in their power to have their views laid before the Legislature. This the railroad interest might properly do, but to expend money to control elections, or to influence legislation in any case that can be considered in any way tainted with bribery or corruption, speaking from my experience with this corporation, I know they are as utterly opposed to it as the most scrupulous individual could be. They have gone further, within the limits of their power, and have resolved that under no circumstances would they submit to blackmail.

Says a very distinguished man: "It is the theory of this republicanism government that every class interested in legislation should also have a voice in the legislation. It is the principle, for instance, might be led to the manufacture of the farmers, the distillers, the tobacco or sugar growers, or manufacturers or importers, if their mouths should be shut and their hands tied from equal participation with all others in the legislation of the country."

So far the railroad companies may properly go, they may appear before committees in the persons of their Directors, or by recognized attorneys, present their arguments and be heard by others as heard in legislation. Beyond this they will not go, no difference what bribery or corruption, speaking from my experience with this corporation, I know they are as utterly opposed to it as the most scrupulous individual could be. They have gone further, within the limits of their power, and have resolved that under no circumstances would they submit to blackmail.

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in gold, and bears six per cent. interest upon its face, but in fact a rate of over nine per cent—a greater rate than has ever been paid in the world upon similar security.

These companies have filled up no rivers, have destroyed no wagon roads, and by the way, that existed for transportation before these roads were built still exists. On the contrary, these roads have made a garden of the valley of the San Joaquin, and an orange grove of Los Angeles, have rendered almost priceless the lands in Northern California, which at the time of their projection were opened for private entry at \$2.50 per acre.

It has been attempted to array the farmers against the transportation companies, and no weight is given to the fact that the first load of wheat carried over the Southern Pacific Railroad from Fort Costa to New Orleans, nearly 2,000,000 tons of wheat have been shipped from California. That the single shipment above mentioned reduced freight upon those shipments not less than \$700,000, thereby giving to the farmers of California an amount greater than all the State taxes paid by the whole people of this State, and rendering the farming communities of this State the most prosperous in the world. It was and when this great reduction was made, that shipping would be driven from San Francisco. The prophets of evil have failed. Two years have elapsed. The harbor of San Francisco is white with the sails of merchant ships and freighters long or short.

An effort has been made to array the laboring men against these companies. Yet they have their services about 20,000 employees. These employees are about equally divided between the two great political parties of the State, and in no instance, to my knowledge, has the Central Pacific Railroad Company, or any company under the control of its Directors, ever sought to sway the politics of a employee.

They have never attempted to suppress, but on the contrary have encouraged their labor unions. They are trying to-day substantially the same thing that they are doing in California. They are trying to-day substantially the same thing that they are doing in California. They are trying to-day substantially the same thing that they are doing in California.

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condemns them. But I leave this sad to
for other hands.—[Wendell Phillips.

handier. There are fifty soap sheets
each book, costing in the aggregate abo
as much as an ordinary cake of soap.

Every bottle has this signature on it
Beware of Imitations.
A. P. BROWN & CO., Boston, Mass.

Prescriptions correctly dispensed at 1
ours. [apl+] O. P. WILLIS, Pharmacist.

"I have not seen their equal."—*Clara Louisa*
Chubb. mr28-1m FMW

pholstering, repairing and various
guaranteed. Country orders solicited, and satisfaction
applied.

PACIFIC SLOPE.
GENERAL BAPTIST CONVENTION
AT WOODLAND.
Downville Pioneer Dead—Advices
From San Francisco—Beak-
man Killed.
[SPECIAL DISPATCHES TO THE RECORD-UNION.]
CALIFORNIA
Attempted Suicide—Found Dead.
SAN FRANCISCO, May 9th.—John Brown, aged 29 years, was found in his room in the Little House, 114 Fourth street, early this morning, having eaten 50 cents worth of opium and swallowed a few quarts of beer. A physician gave hyperemic injections of belladonna, emetics and applied the latter to noon, all without result. He died.

Disatisfied Democrats.
SAN FRANCISCO, May 9th.—A number of prominent Democrats have formulated a petition, which will be presented to the State Central Committee, complaining in strong terms of the present system of conducting primary elections, urging that they be characterized by more and less fraud; also asking that the primaries be held for the plan of the State Central Committee. Democratic officials are at the head of the movement.

The Baptist Convention.
WOODLAND, May 9th.—The General Baptist Convention met this morning. The convention was devoted to a number of days of unfinished business, upon the last day. Among other matters was a report from the Mission Society, followed by an election of officers of that society. A strong resolution on temperance was adopted. Rev. Dr. Abbott was appointed to arrange for a Sunday school in the city of Woodland. Time was given to the Educational Convention to complete its business. At 11 o'clock Dr. Bennett, president of the convention, called for the reading of the minutes of the last year. The minutes were read and approved. The convention adjourned to meet at Los Angeles next week.

Distict Lodge, I. O. G. T.
PETALUMA, May 9th.—The District Lodge, I. O. G. T., convened in this city at 10 a. m. today. Large delegations are present from every lodge in the county. An open meeting was held at the hall this evening, and was largely attended. The speakers were Mrs. Emily Pitt Stevens and W. G. Swan, of Healdsburg.

Downville Pioneer Dead.
DOWNVILLE, May 9th.—F. A. Eschbacher, one of the pioneer residents of Downville, and for many years a leading hotel-keeper here, died this morning after a lengthy illness.

NEVADA.
W. H. Clarke's Estate.
VIRGINIA CITY, May 9th.—It is found the estate of W. H. Clarke, broker, who shot himself last Saturday, is not solvent. There was considerable excitement among creditors yesterday. Last evening a meeting of creditors was called at the office of Clarke. The creditors were present in large numbers. The estate was found to be insolvent. The creditors were called upon to state their claims. The estate was found to be insolvent. The creditors were called upon to state their claims. The estate was found to be insolvent. The creditors were called upon to state their claims.

Shocking Death of a Brakeman.
RENO, May 9th.—A brakeman named Frank Flynn fell from a train No. 7, five miles west of Reno, at 5:30 this evening. His head first on a rock and broke his skull, killing him instantly. He was a single man, 21 years old, and his parents live near Sierra City. The body was brought to Reno.

Sent to the Insane Asylum—The Thermometer.
VIRGINIA CITY, May 9th.—James K. Durant, an Enterprise carrier for over twenty years, was yesterday sent to the insane asylum. His mind is so far gone that he fails to recognize any one.

Murder Sentenced to be Shot.
SALT LAKE, May 9th.—Fred. Hopt, alias "Welcome," three times tried and convicted of murder, has been sentenced to be executed June 18th. The Utah law permits persons sentenced to be executed to choose hanging or shooting. Hopt chose shooting as the manner of his taking off. His attorneys asked that the sentence should be a stay of execution be ordered, there will be danger of lynching. The murder was committed four years ago, and the case has cost the Territory \$10,000. During the past nine months there have been three lynchings in Utah. Hopt was the only one in the Territory, and only one execution.

Tonnage Rates—Arrivals of Wool—Wheat Market—Poor Salmon Run.
PORTLAND, May 9th.—The British steel bark hull loaded for the United Kingdom at 45 shillings.

Notes from Victoria.
VICTORIA, May 9th.—The verdict relative to McLaughlin, the driver, was accidental death. Morrison of Kincardine, Ont., committed suicide by drowning to-day near the English cemetery. Deceased leaves a wife and child.

REAL ESTATE TRANSFERS.
[Filed May 9, 1884.]
May 8, 1884—B. C. Schmitt to Emil Schmidt—West half lot 7, between H and I, Eighteenth and Nineteenth streets, San Francisco, \$1,000. May 8, 1884—J. H. Carroll to George W. Ames—South half southwest quarter section 15, in township 3 north, range 12 east, \$1,000. May 8, 1884—A. S. Woodbridge to P. Ward—Southwest quarter section 15, township 3 north, range 12 east, also northeast quarter section 15, township 3 north, range 12 east, \$1,000. May 8, 1884—Charles Crocker to C. Bolton—Portion of block 7, in town of Galt.

THE LEGISLATURE.
SENATE.
FRIDAY, May 9, 1884.
The Senate met at 10 a. m. Lieutenant-Governor Spencer presided. The Senate read the journal of Thursday and approved.

Senate took up Senate Bill No. 29, the matter under consideration being Cross' amendment to the Constitution State Court. The bill was passed.
The bill was passed, before action be taken on the bill, the Senate took up Assembly messages (the Barry bill).

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